GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:2859
ANSWERED ON:06.12.2001
DERAILMENT OF TRAINS
AMAR ROY PRADHAN;BRAHMANAND MANDAL;DR. KIRIT SOMAIYA;PRAHLAD SINGH PATEL;PUSHPDAN SHAMBHUDAN GADHAVI;SRIKANTA DATTA NARASIMHARAJA WADIYAR;SULTAN SALAHUDDIN OWAISI;SUNDER LAL TIWARI

Will the Minister of RAILWAYS be pleased to state:

(a) the details of incidents of derailment/accidents of trains including goods trains during the last three years, State- wise, Train-wise and date-wise;

(b) the number of persons injured/killed;

(c) the compensation paid to the injured persons including the families of killed; and

(d) the steps taken by the Government to prevent the recurrence of such incidents in future ?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (d) : A statement is attached.

STATEMENTREFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.2859 BY SHRI S.D.N.R. WADIYAR, SHRI PRAHLAD SINGH PATEL, SHRI BRAHMA NAND MANDAL, SHRI KIRIT SOMAIYA, SHRI AMAR ROY PRADHAN SHRI SULTAN SALAHUDDIN OWAISI, SHRI P.S. GADHAVI, SHRI SUNDER LAL TIWARI TO BE ANSWERED IN LOK SABHA ON 06.12.2001 REGARDING DERAILMENT OF TRAINS

(a) Details of accidents is maintained Zone-wise in Railway Board. Zone-wise details of consequential train accidents (including derailments) during the last three years are as follows :

Railway	1998-99		1999-2000		2000-2001+	
	Derail-ments	Total No. of Accidents	Derail-ments	Total No. of Accidents	Derai l- ments	Total No. of Accidents
Central	57	68	47	68	42	58
Eastern	25	31	21	31	29	35
Northern	35	54	54	80	25	66
North Eastern	16	23	9	25	23	37
Northeast Frontier	23	27	67	76	88	95
Southern	50	59	34	48	33	43
South Central	31	45	34	49	33	48
South Eastern	38	55	36	52	44	53
Western Metro	17	26	23	30	27	29
Konkan	8	9	4	4	6	9
Total	300	397	329	463	350	473

(b) The number of persons injured/killed during last three years are as follows :

	1998-99	1999-2000	2000-2001+
Number of persons killed	489	616	216
Number of persons injured	852	1121	488

The causes of accidents are as follows :

Causes	Years		
	1998-99	1999-2000	2000-2001+
(i) Failure of Railway Staff	268	287	293
(ii) Failure of persons other than Railway Staff	63	105	109
(iii) Material/Equipment failure	33	28	33
(iv) Sabotage	11	21	19
(v) Combination of factor	1	-	4
(vi) Incidental	14	15	11
(vii) Not Established	7	7	4
(viii) Total	397	463	473

+ Figures for 2000-2001 are provisional.

(c) The compensation paid to persons injured and families of the deceased are as follows :

	1998-99	1999-2000	2000-2001+
Compensation Paid (Rs. in crores)	10.41	2.60	10.15

+ Figures for 2000-2001 are provisional.

(d) : Steps taken by the Government to prevent the recurrence of such incidents are as follows:

i) A non − lapsable Special Railway Safety Fund of Rs.17,000 crore. has been set up for renewal of over aged assets and for safety enhancement works.

ii) Fouling Mark to Fouling Mark (FM to FM) track circuitingon entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.

iii) Modification of signaling circuitry has been carried out to minimize chances of human error in causing accidents.

iv) A pilot project of AWS on trial basis for Tughlakabad − Mathura section of Central Railway has been sanctioned on trial basis. The tender for the same is under process.

v) Extended field trials of Anti Collision Device (ACD) hasbeen sanctioned for being conducted on Northern Railway. After successful completion of extended field trials, decision would be taken for its implementation on other routes of Indian Railways.

vi) Last vehicle check by Axle Counter have been introduced on over 150 block sections and more sections are being progressively added.

vii) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.
viii) Walkie − talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

ix) Drivers and Guards are also being progressively provided with LED based electronic flashing tail lamps and hand signal lamps which have better visibility than the conventional kerosene lit lamps.

x) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Track Renewal Trains are also being used.

xi) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

xii) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

xiii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

xiv) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

xv) Funds being received from the diesel cess are being used for safety related works pertaining to level crossings.

xvi) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

xvii) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

xviii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

xix) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

xx) Periodical Safety Audit of different divisions by inter- disciplinary teams from Zonal Headquarters is being conducted.

xxi) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of Simulators for training of drivers.

xxii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

xxiii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.